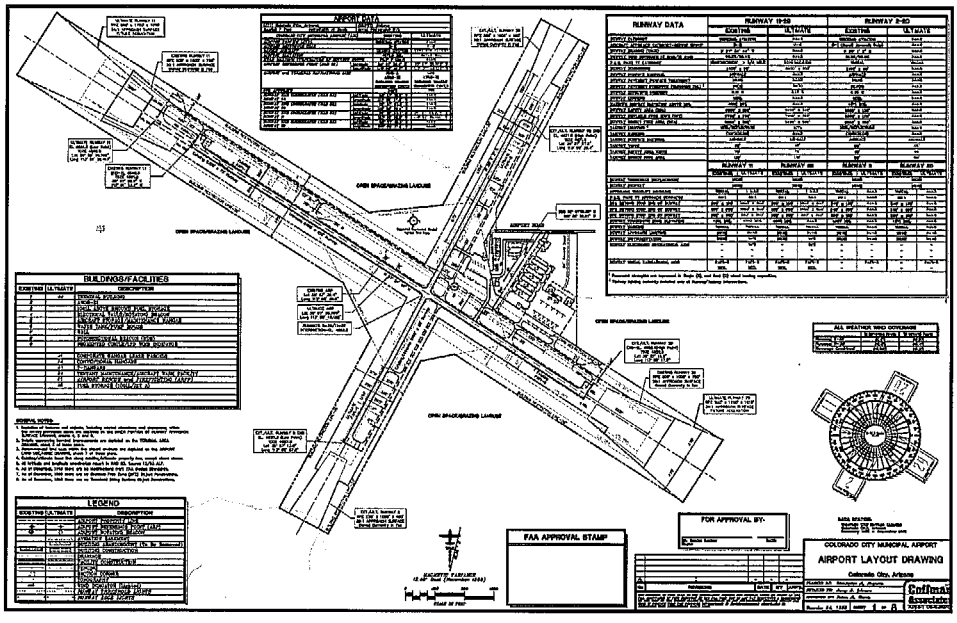
COLORADO CITY
MUNICIPAL AIRPORT

Chapter Five
AIRPORT PLANS

AIRPORT PLANS



The airport master planning process has evolved through several analytic efforts in the previous chapters intended to analyze future aviation demand, establish airside and landside facility needs, and evaluate options for the future development of the airside and landside facilities. The planning process, thus far, has included the presentation of a Phase One report - representing the first four chapters of the master plan - to the Planning Advisory Committee (PAC) and Town of Colorado City staff. The recommended master plan concept did not evolve until the PAC and Town of Colorado City officials had the opportunity to submit detailed comments on the Phase One report. Having completed this review process, the development alternatives have now been refined into a single recommended master plan concept. The purpose of this chapter is to describe in narrative and graphic form, the recommended direction for the future use and development of the Colorado City Municipal Airport.

RECOMMENDED MASTER PLAN CONCEPT

The FAA has established design criteria to define the physical dimensions of runways, taxiways, and imaginary surfaces which protect the safe operation of aircraft at the airport. FAA design standards also define the separation criteria for the placement of landside facilities. As discussed previously in Chapter Three, FAA design criteria is a function of the critical design aircraft's - the most demanding aircraft or "family" of aircraft which will conduct 500 or more operations (take-offs and landings) per year at the airport - wingspan and approach speed, and in some cases, the runway approach visibility minimums.

The Federal Aviation Administration (FAA) has established the Airport Reference Code (ARC) to relate these factors to airfield design standards. Runway 11-29 was designed and constructed to ARC B-II (aircraft approach speeds less than 120 knots, wingspans less than 79 feet) design standards, while Runway 2-20 was designed and constructed to ARC B-I (aircraft approach speeds less than 120 knots, wingspans less than 49 feet) design standards. An analysis conducted in Chapter Three indicated that while the airport should expect an increase in operations by larger, more sophisticated aircraft through the planning period, this increase is not expected to result in a change in design standards.

While a change in design standards is not expected during the planning period of this Master Plan, this does not prevent the airport from planning for this possibility in the future. Considering that the airport presently has limited landside and taxiway facilities, developing future facilities to conform with a more demanding design standard could prevent the need to relocate these facilities at a later date. Consider the location of a parallel taxiway. Should greater separation distance be required between the runway and taxiway, the parallel taxiway and hangar and apron areas, which are placed according to the location of the parallel taxiway, may ultimately need to be relocated. Additionally, since most property near the airport is presently undeveloped, there is an opportunity to secure property to provide for the safe operation of the airport well beyond the planning period of this Master Plan.

Considering the PAC and Town of Colorado City desire not to constrain the ultimate development of the airport, ARC C-II design standards have been selected for the ultimate design of the primary runway, Runway 11-29. A C-II ARC was selected after considering the ultimate role of the airport and the type of aircraft which can be reasonably expected to operate at the airport. Considering that the airport serves general aviation aircraft exclusively, business jet aircraft are expected to be the most demanding aircraft to operate at the airport. Nearly all business jets fall within ARC C-II. ARC C-II also includes common business turboprop aircraft and turboprop and regional jet aircraft used in commercial air service.

While present airport activity does not indicate a need to construct Runway 11-29 to ARC C-II standards, the recommended master plan concept does include locating the future parallel taxiway to Runway 11-29 300 feet north of Runway 11-29 to conform with ARC C-II standards. Additionally, the land acquisitions included in the recommended master plan concept include property to protect ARC C-II object free area, runway safety area, and runway protection zone requirements for Runway 11-29. **Table 5A** summarizes the planning standards used in the ultimate design and layout of the airport.

The recommended master plan concept also includes a 600-foot extension to the Runway 11 end. Present airport

TABLE 5A
Airfield Design Standards by ARC

	Runway 2-20	Ultimate Runway 11-29
Airport Reference Code	B-I[1]	C-II
Approach Visibility Minimums	Visual	One Mile
Runway		
Width	60	100
Runway Safety Area (RSA)		
Width	120	400
Length Beyond Runway End	240	1,000
Object Free Area (OFA)		
Width	250	800
Length Beyond Runway End	240	1,000
Runway Centerline to:		
Parallel Taxiway Centerline	225	300
Edge of Aircraft Parking Apron	125	400
Runway Protection Zones (RPZ)		
Inner Width	250	500
Outer Width	450	1,010
Length	1,000	1,700
Obstacle Clearance	20:1	20:1
Building Restriction Line [1]		
Distance from Runway Centerline	370	495
Taxiways		
Width	25	35
Safety Area Width	49	79
Object Free Area Width	89	131
Taxiway Centerline to:		
Parallel Taxiway/Taxilane	69	105
Fixed or Moveable Object	44.5	65.5
Taxilanes		
Taxilane Centerline to:		
Parallel Taxilane Centerline	64	97
Fixed or Moveable Object	39.5	57.5
Taxilane Object Free Area	79	115

Source: FAA Airport Design Software Version 4.2D, F.A.R. Part 77, TERPS
[1] Small Aircraft less than 12,500 pounds
[2] 35-Foot Building Height

activity suggests that the extension is not a priority at this time. As evidenced in the runway length analysis in Chapter Three, the existing runway length is sufficient for the mix of aircraft currently using the airport. The need for the runway extension will be a factor of future business jet

activities at the airport and should be constructed in response to those needs.

The recommended master plan concept includes developing parallel taxiways to each runway. Presently, aircraft must back-taxi on the runway and turn around at the runway end. This compromises airfield safety and reduces capacity since these aircraft must occupy the runway for extended periods of time to access the desired runway end and/or terminal area.

Global Positioning System (GPS) approaches are proposed for each end of Runway 11-29 to reduce the amount of time that the airport is inaccessible due to low visibility and cloud ceilings, to enhance the safety of operations during these periods, and eventually replace the existing nondirectional beacon (NDB) approach. The greatest limitation of existing NDB approach are the high cloud ceiling and visibility minimums, especially for aircraft with higher approach speeds. The FAA plans to eventual phase-out nondirectional beacons. Consideration may be given to eventually phasing-out the airport NDB as the number of NDB users decreases.

Airfield lighting recommendations include installing pavement edge lighting along future parallel taxiways and runway entrance/exit taxiways to assist in the ground movement of aircraft at night and during poor weather conditions and installing a precision approach path indicator (PAPI) to each end of Runway 2-20 to aid pilots in correctly identifying the correct descent path to the runway end.

A review of runway visibility zone (RVZ) and transitional surface standards indicates that these areas fall outside of the existing airport property line. To prevent a situation where incompatible facilities are developed in these critical safety areas, the recommended master plan concept includes acquiring property to protect the entire RVZ surface extending outside the existing property line and to a 35-foot clearance of the transitional surface (commonly used to define a building restriction line at airports).

The existing apron area and terminal building fall within the RVZ. RVZ design standards apply to airports with an intersecting runway configuration which are without an operating airport traffic control tower. The RVZ standards specify that the RVZ should be clear of objects which could prevent an adequate view of the intersecting runway. The recommended master plan concept provides for future landside development outside of the RVZ.

The recommended master plan concept closely follows Landside Alternative D. This was selected by the PAC as the preferred direction for future landside development as this provides for the construction of apron and buildings outside the RVZ, locates the terminal area along the primary runway, and does not require the relocation of any existing facilities - namely the nondirectional beacon and automated weather observation system.

This alternative includes developing a new aircraft apron east of the existing

terminal area, parallel with Runway 11-29. A new access road is also planned from Airport Avenue. Future terminal, fuel storage, and conventional hangars are planned along the north side of the apron.

Future T-hangar development is planned along the west side of the future tiedown apron and along the existing hangar access taxiway. The T-hangars along the future east apron were located to provide for the ultimate expansion of the apron to the west and a helipad. A helipad is planned to provide a designated area for helicopter arrivals and departures.

An area for individual hangar development is reserved along the east side of the existing airport entrance road.

An aircraft wash/maintenance facility is planned along the taxiway south of the existing aircraft storage/maintenance hangar. An aircraft wash/maintenance facility is intended to provide an area for aircraft owner's to complete minor maintenance activities and for the proper disposal of aircraft cleaning fluids and water used during aircraft washing.

A firefighting station is planned for an area along Airport Avenue, east of the existing terminal area. The firefighting station would serve both as an airport rescue and firefighting station and structural firefighting station serving the western areas of the Town of Colorado City.

The recommended master plan concept includes installing chain link fencing around the entire ultimate airport boundary to reduce the chances of wildlife inadvertently accessing aircraft operational areas. The existing electrical system provides only single phase power. This is planned to be upgraded to three-phase to accommodate the needs of commercial/ industrial equipment.

In support of these recommendations, the recommended master plan concept includes the acquisition of approximately 386 acres of land. Of this, approximately 220 acres are privately-owned while the remainder of the property is held by the United States Bureau of Land Management.

AIRPORT INFLUENCE AREA

In 1997, the State of Arizona enacted legislation which gives local communities the ability to establish Airport Influence Areas (AIA) to aid in notifying property owners that they are in an area that is subject to aircraft noise and overflight. The AIA legislation gives the local communities discretion in establishing which property to include in the AIA. The local community is required to give notice and hold hearings on an AIA proposal. Once an AIA is established, the AIA is recorded with the County Recorder.

Facility planning should include establishing an AIA for Colorado City Municipal Airport. To be compatible with the recommendations of this Master Plan, it is recommended that the AIA for the airport comprise the Part 77 horizontal surface. As shown on **Exhibit 5A,** horizontal surface extends for a radius of 10,000 feet from each runway end. At this distance, the horizontal surface encompasses all aircraft traffic patterns and the approach surfaces to each runway end.

AIRPORT LAYOUT PLANS

The remainder of this chapter provides a brief description of the official layout drawings for the airport that will be submitted to the FAA and ADOT for review and approval. These plans, referred to as Airport Layout Plans, have been prepared to graphically depict the ultimate airfield layout, facility development, and imaginary surfaces which protect the airport from hazards. This set of plans includes:

- Airport Layout Drawing
- Terminal Area Drawing
- On-Airport Land Use/ Noise Drawing
- Airport Airspace Drawing
- Inner Portion of the Approach Surface Drawings
- Property Map

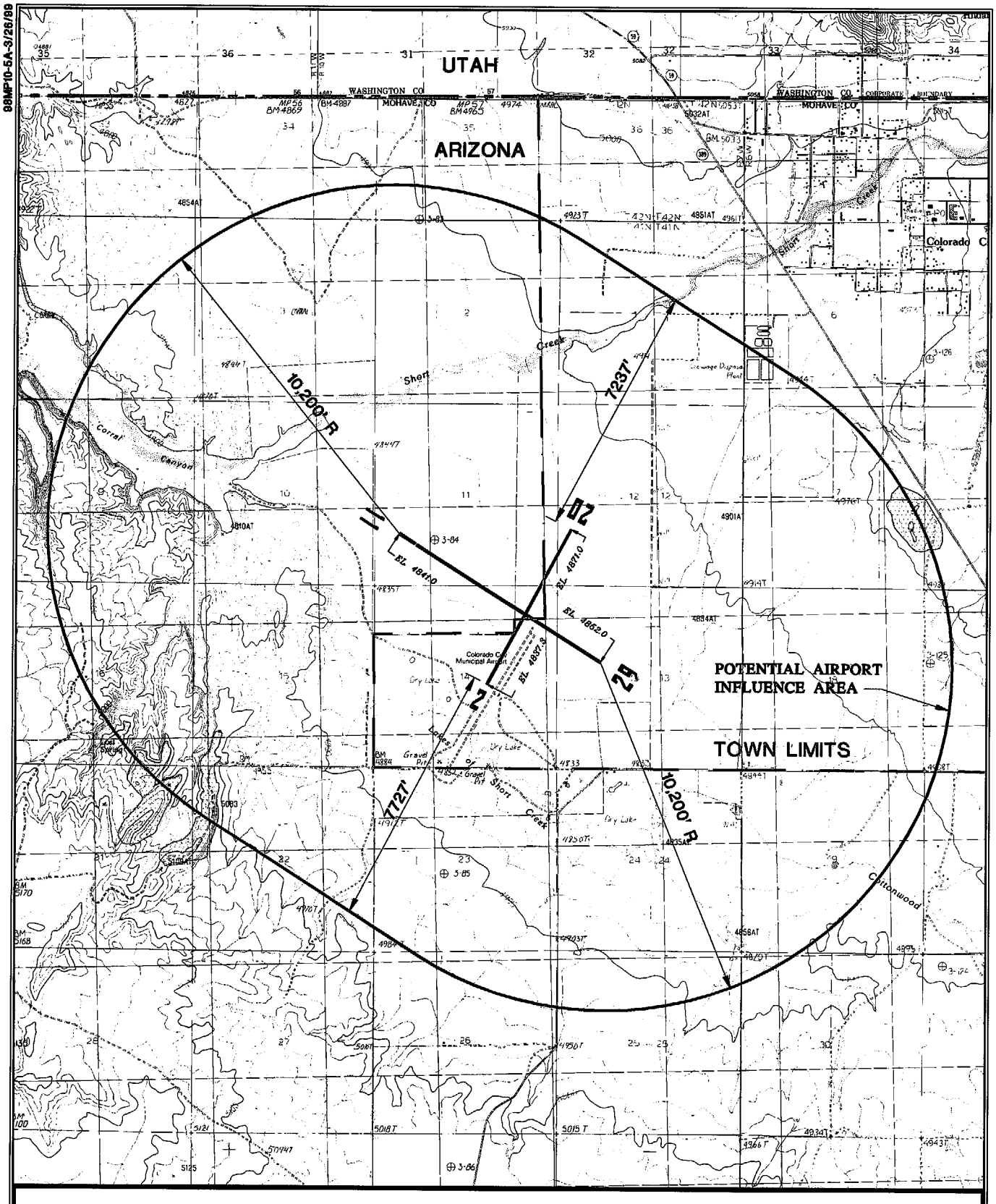
The airport layout plan set has been prepared on a computer-aided drafting system for future ease of use. The computerized plan set provides detailed information of existing and future facility layout on multiple layers that permits the user to focus in on any section of the airport at a desirable scale. The plan can be used as base information for design, and can be easily updated in the future to reflect new development and more detail concerning existing conditions as made available through design surveys. The airport layout plan set is submitted to the FAA for approval and must reflect all future development for which federal funding is anticipated. Otherwise, the proposed development will not be eligible for federal funding. Therefore, updating these drawings to reflect changes in existing and ultimate facilities is essential.

AIRPORT LAYOUT DRAWING

The Airport Layout Drawing graphically presents the existing and ultimate airport layout. Detailed airport and runway data are provided to facilitate the interpretation of the master plan recommendations. Both airfield and landside improvements are depicted.

TERMINAL AREA DRAWING

The Terminal Area Drawing provides greater detail concerning landside improvements and at a larger scale than the on the Airport Layout Drawing. The Terminal Area Drawing includes detail concerning all existing and planned landside development north of Runway 11-29.



1. Source of USGS base map: ARIZONA (Colorado City 1998, Lost Spring Mountain East 1998), UTAH (Pine Hollow Canyon 1998, Smithsonian Butte 1998).

0 4000 8000

SCALE IN FEET

TRUE NORTH

COLORADO CITY MUNICIPAL AIRPORT

Exhibit 5A
POTENTIAL AIRPORT INFLUENCE AREA

ON-AIRPORT LAND USE DRAWING

The On-Airport Land Use Drawing is a graphic depiction of on-airport land use recommendations. Three land use categories have been established to account for expected land uses at the airport: airfield operations, general aviation, and support/revenue enhancement. The airfield operations category includes all property encompassing the runways, taxiways, airfield safety areas, and property to the 35-foot building restriction line. The general aviation category includes all areas designated for apron and hangar development. The support/revenue enhancement category encompasses the areas surrounding the nondirectional beacon, automated weather observation system, well, fire protection water tank, and those areas not designated for general aviation land uses which could be developed for aviation or non-aviation related commercial development without a need for airfield access. This could potentially include several parcels of land along the north and south sides of Airport Avenue. When development is proposed it should be directed to the appropriate land use area depicted on this plan. This plan also provides a depiction of the future noise contours for the airport. The noise contours are discussed in more detail in Appendix B, Environmental Evaluation.

AIRPORT AIRSPACE DRAWING

To protect the airspace around the airport and approaches to each runway end from hazards that could affect the safe and efficient operation of aircraft arriving and departing the airport, Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace, have been established for use by local authorities to control the height of objects near the airport. The Airport Airspace Drawing included in this master plan is a graphic depiction of this regulatory criterion. The Airport Airspace Drawing is a tool to aid local authorities in determining if proposed development could present a hazard to the airport and obstruct the approach path to a runway end.

The Town of Colorado City adopted height and hazard zoning protection for the airport on August 14, 1995 based upon FAR Part 77 criteria. Referred to as the Colorado City Municipal Airport Zoning Ordinance, this ordnance also defines land uses near the airport.

To increase the amount of the time that the airport is accessible and accommodate the larger numbers of business and corporate aircraft using the airport, this master plan recommends planning for improved instrument approach capability at the airport that takes advantage of GPS technology. Future one-mile visibility minimum GPS approaches are planned for each end of Runway 11-29.

To protect the approach surfaces to end of Runway 11-29 in accordance with F.A.R. Part 77 regulations, the existing zoning ordinance should amended to include the recommendations of the new Airport Airspace Drawing included with this Master Plan.

INNER PORTION OF THE APPROACH SURFACE PLANS

The Inner Portion of the Approach Surface Plan is a scaled drawing of the runway protection zone (RPZ), runway safety area (RSA), obstacle free zone (OFZ), and object free area (OFA) for each runway end. A plan and profile view of each RPZ is provided to facilitate identification of obstructions that lie within these safety areas. Detailed obstruction and facility data is provided to identify planned improvements and the disposition of obstructions (as appropriate).

PROPERTY MAP

The Property Map provides information on the acquisition and identification of land tracts acquired for the airport.

SUMMARY

The airport layout plan set is designed to assist the Town of Colorado City in making decisions relative to future development and growth at Colorado City Municipal Airport. The plan provides for development to satisfy expected airport needs over the next twenty years and well beyond. Flexibility will be a key to future development since activity may not occur exactly as forecast. The plan has considered demands that could be placed upon the airport even beyond the twenty year planning period to ensure that the facility is capable of accommodating a variety of circumstances. The ALP set also provides the Town of Colorado City with options to pursue in marketing the assets of the airport for community development. Following the general recommendations of the plan, the airport can maintain it's long term viability and continue to provide air transportation services to the region.

AIRPORT LAYOUT PLANS

FOR

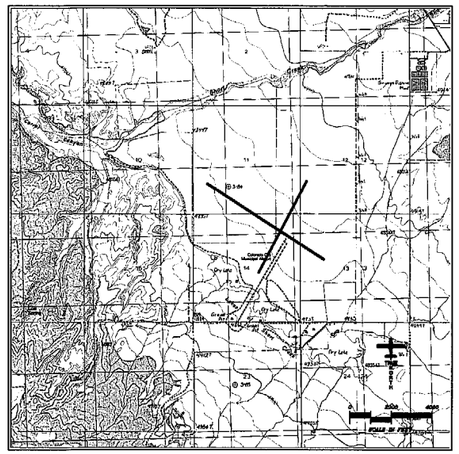
COLORADO CITY MUNICIPAL AIRPORT

COLORADO CITY, ARIZONA

Prepared for

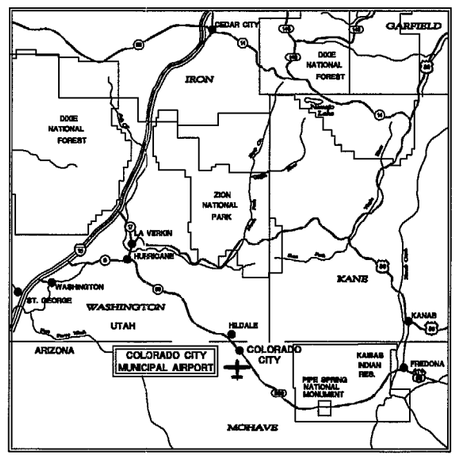
THE TOWN OF COLORADO CITY

LOCATION MAP



INDEX OF DRAWINGS

VICINITY MAP



COLORADO CITY MUNICIPAL AIRPORT

Coffman Associates
Airport Consultants

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT
		ABANDONED PAVEMENT (To Be Removed)
		BUILDING ABANDONMENT (To Be Removed)
		BUILDING CONSTRUCTION
	BRL	BUILDING RESTRICTION LINE (BRL)
		DRAINAGE
		FACILITY CONSTRUCTION
		FENCING
		RUNWAY EDGE LIGHTS
VASI-4	PAPI-4	NAVIGATIONAL AID INSTALLATION (GVGI)
		RUNWAY THRESHOLD LIGHTS and REIL
34 35 / 3 2		SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
		TOPOGRAPHY (Colorado City 1998 USGS map)
		WIND INDICATOR (Lighted)
		DIRT ROAD

AIRPORT DATA

OWNER: City of Colorado City		AIRPORT NPIAS CODE: GENERAL AVIATION	
CITY: Colorado City, Arizona		COUNTY: Mohave	
RANGE: 7 West TOWNSHIP: 41 North		CIVIL TOWNSHIP: N/A	
COLORADO CITY MUNICIPAL AIRPORT (AZC)		EXISTING	ULTIMATE
AIRPORT SERVICE LEVEL		GENERAL AVIATION	SAME
AIRPORT REFERENCE CODE		B-II	C-II
DESIGN AIRCRAFT		CESSNA CITATION	CANADAIR-CL-600
AIRPORT ELEVATION		4871.0 MSL	4871.0 MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		92.9° F (July)	SAME
AIRPORT REFERENCE POINT (NAD 83)	Latitude	36° 57' 36.4" N	36° 57' 36.769" N
	Longitude	113° 00' 49.6" W	113° 00' 49.152" W
AIRPORT INSTRUMENT APPROACHES		NDB-A	GPS
AIRPORT and TERMINAL NAVIGATIONAL AIDS		AWOS-III ROTATING BEACON SEGMENTED CIRCLE	AWOS-III ROTATING BEACON SEGMENTED CIRCLE
GPS APPROACH		NONE	YES
RUNWAY END COORDINATES (NAD 83) RUNWAY 02	Latitude	36° 57' 13.0" W	SAME
	Longitude	113° 00' 57.8" W	SAME
RUNWAY END COORDINATES (NAD 83) RUNWAY 20	Latitude	36° 57' 57.6" N	SAME
	Longitude	113° 00' 28.4" W	SAME
RUNWAY END COORDINATES (NAD 83) RUNWAY 11	Latitude	36° 57' 53.0" N	36° 57' 56.208" N
	Longitude	113° 01' 23.2" W	113° 01' 29.461" W
RUNWAY END COORDINATES (NAD 83) RUNWAY 29	Latitude	36° 57' 19.5" N	SAME
	Longitude	113° 00' 17.8" W	SAME

RUNWAY DATA

RUNWAY DATA	RUNWAY 11-29 EXISTING	RUNWAY 11-29 ULTIMATE	RUNWAY 2-20 EXISTING	RUNWAY 2-20 ULTIMATE
RUNWAY CATEGORY	GENERAL AVIATION	SAME	GENERAL AVIATION	SAME
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	B-II	C-II	B-I (Small Aircraft Only)	SAME
RUNWAY AZIMUTH	122°, 302°	SAME	28°, 208°	SAME
RUNWAY BEARING (TRUE)	N 57° 24' 44" W	SAME	N 28° 1' 2" E	SAME
RUNWAY WIND COVERAGE 12/15 mph(12/15 knots)	86.3%/89.4%	SAME	81.3%/86.9%	SAME
F.A.R. PART 77 CATEGORY	NONPRECISION > 3/4 MILE	NONPRECISION	VISUAL	VISUAL
RUNWAY DIMENSIONS	6300' x 75'	6900' x 100'	5100' x 60'	SAME
RUNWAY SURFACE MATERIAL	ASPHALT	SAME	ASPHALT	SAME
RUNWAY PAVEMENT SURFACE TREATMENT	NONE	NONE	NONE	NONE
RUNWAY PAVEMENT STRENGTH (thousand lbs.) [1]	30(S)	30(S)	12.5(S)	SAME
RUNWAY EFFECTIVE GRADIENT	0.11 %	0.17 %	0.66 %	SAME
RUNWAY LIGHTING	MIRL	SAME	MIRL	SAME
MAXIMUM RUNWAY ELEVATION ABOVE MSL	4852 MSL	SAME	4871 MSL	SAME
RUNWAY SAFETY AREA (RSA)	6900' x 150'	8900' x 500'	5580' x 120'	SAME
RUNWAY OBSTACLE FREE ZONE (OFZ)	6700' x 250'	7300' x 250'	5500' x 120'	SAME
RUNWAY OBJECT FREE AREA (OFA)	6900' x 500'	8900' x 800'	5580' x 250'	SAME
TAXIWAY LIGHTING [2]	MITL/REFLECTORS	MITL	MITL/REFLECTORS	SAME
TAXIWAY MARKING	CENTERLINE	SAME	CENTERLINE	SAME
TAXIWAY SURFACE MATERIAL	ASPHALT	ASPHALT	ASPHALT	ASPHALT
TAXIWAY WIDTH	35'	35'	25'	25'
TAXIWAY SAFETY AREA WIDTH	79'	79'	49'	49'
TAXIWAY OBJECT FREE AREA	131'	131'	89'	89'

	RUNWAY 11 EXISTING	RUNWAY 11 ULTIMATE	RUNWAY 29 EXISTING	RUNWAY 29 ULTIMATE	RUNWAY 2 EXISTING	RUNWAY 2 ULTIMATE	RUNWAY 20 EXISTING	RUNWAY 20 ULTIMATE
RUNWAY THRESHOLD DISPLACEMENT	NONE		NONE		NONE		NONE	
RUNWAY STOPWAY	NONE		NONE		NONE		NONE	
APPROACH VISIBILITY MINIMUMS	VISUAL	1 MILE	VISUAL	1 MILE	VISUAL	SAME	VISUAL	SAME
F.A.R. PART 77 APPROACH SURFACES	20:1	34:1	20:1	34:1	20:1	SAME	20:1	SAME
RSA BEYOND STOP END OF RUNWAY	300' x 150'	1000' x 500'	300' x 150'	1000' x 500'	240' x 120'	SAME	240' x 120'	SAME
OFA BEYOND STOP END OF RUNWAY	300' x 500'	1000' x 800'	300' x 500'	1000' x 800'	240' x 250'	SAME	240' x 250'	SAME
OFZ BEYOND STOP END OF RUNWAY	200' x 250'	200' x 250'	200' x 250'	200' x 250'	200' x 120'	SAME	200' x 120'	SAME
RUNWAY TOUCHDOWN ZONE ELEVATION	4851 MSL	4850 MSL	4852 MSL	SAME	4857 MSL	SAME	4871 MSL	SAME
RUNWAY MARKING	VISUAL	VISUAL	VISUAL	VISUAL	VISUAL	SAME	VISUAL	SAME
RUNWAY APPROACH LIGHTING	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
RUNWAY INSTRUMENTATION	NONE	GPS	NONE	GPS	NONE	NONE	NONE	NONE
RUNWAY ELECTRONIC NAVIGATIONAL AIDS	– – –	GPS – –	– – –	GPS – –	– – –	– – –	– – –	– – –
RUNWAY VISUAL NAVIGATIONAL AIDS	PAPI-2 REIL	PAPI-2 REIL	PAPI-2 REIL	PAPI-2 REIL	– –	PAPI-2 –	– –	PAPI-2 –

[1] Pavement strengths are expressed in Single (S), and Dual (D) wheel loading capacities.
[2] Taxiway lighting currently installed only at Runway/Taxiway intersections.

FOR APPROVAL BY:

Mr. Daniel Barlow
Mayor

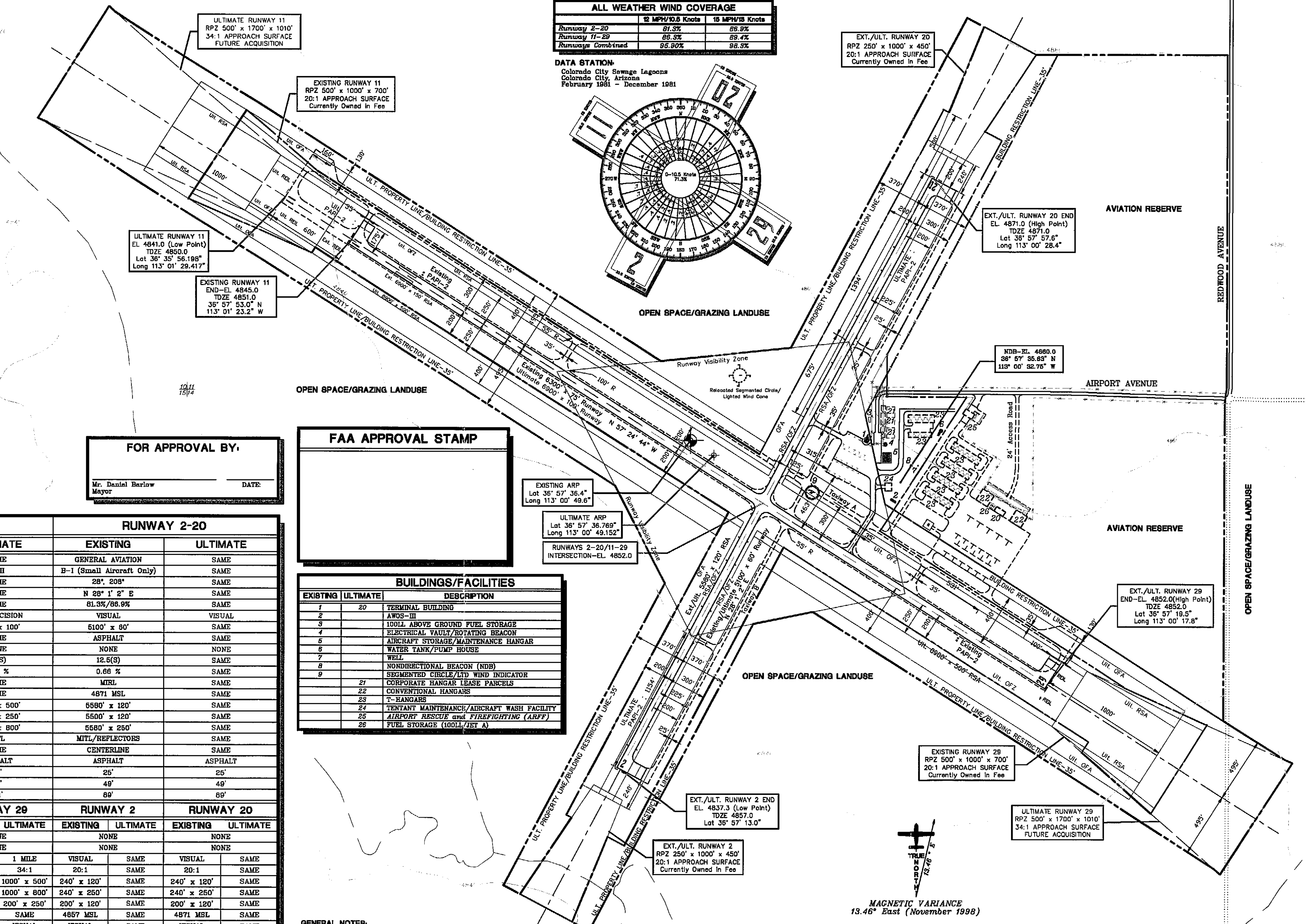
DATE:

FAA APPROVAL STAMP

ALL WEATHER WIND COVERAGE

	12 MPH/10.5 Knots	15 MPH/13 Knots
Runway 2-20	81.3%	86.9%
Runway 11-29	86.3%	89.4%
Runways Combined	95.90%	98.3%

DATA STATION:
Colorado City Sewage Lagoons
Colorado City, Arizona
February 1981 – December 1981



BUILDINGS/FACILITIES

EXISTING	ULTIMATE	DESCRIPTION
1	20	TERMINAL BUILDING
2		AWOS-III
3		100LL ABOVE GROUND FUEL STORAGE
4		ELECTRICAL VAULT/ROTATING BEACON
5		AIRCRAFT STORAGE/MAINTENANCE HANGAR
6		WATER TANK/PUMP HOUSE
7		WELL
8		NONDIRECTIONAL BEACON (NDB)
9		SEGMENTED CIRCLE/LTD WIND INDICATOR
	21	CORPORATE HANGAR LEASE PARCELS
	22	CONVENTIONAL HANGARS
	23	T-HANGARS
	24	TENTANT MAINTENANCE/AIRCRAFT WASH FACILITY
	25	AIRPORT RESCUE and FIREFIGHTING (ARFF)
	26	FUEL STORAGE (100LL/JET A)

GENERAL NOTES:

1. Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS, sheets 4, 5 and 6.
2. Details concerning terminal improvements are depicted on the TERMINAL AREA DRAWING, sheet 2 of these plans.
3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE/NOISE DRAWING, sheet 7 of these plans.
4. Existing/ultimate fence line along existing/ultimate property line, except where shown.
5. All latitude and longitude coordinates report in NAD 83, Source 12/93 ALP.
6. As of December, 1998 there are no Modifications from FAA Design Standards.
7. As of December, 1998 there are no Obstacle Free Zone (OFZ) Object Penetrations.
8. As of December, 1998 there are no Threshold Siting Surface Object Penetrations.
9. Existing facilities digitized from Aerial Photography dated February 19, 1998.
10. Topography Source: Arizona USGS maps, (Colorado City 1998 and Last Spring Mountain East 1998).

No.	REVISIONS	DATE	BY	APP'D.

THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA OR ADOT AERONAUTICS. ACCEPTANCE OF THIS DOCUMENT BY THE FAA AND ADOT AERONAUTICS DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES OR STATE OF ARIZONA TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

COLORADO CITY MUNICIPAL AIRPORT
AIRPORT LAYOUT DRAWING
Colorado City, Arizona

PLANNED BY: Christopher M. Hugunin
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris
March 24, 1999 SHEET 1 OF 8

Coffman Associates
Airport Consultants

BUILDINGS/FACILITIES

EXISTING	ULTIMATE	DESCRIPTION
1	20	TERMINAL BUILDING
2		AWOS-III
3		100LL ABOVE GROUND FUEL STORAGE
4		ELECTRICAL VAULT/ROTATING BEACON
5		AIRCRAFT STORAGE/MAINTENANCE HANGAR
6		WATER TANK/PUMP HOUSE
7		WELL
8		NONDIRECTIONAL BEACON (NDB)
9		SEGMENTED CIRCLE/LTD WIND INDICATOR
	21	CORPORATE HANGAR LEASE PARCELS
	22	CONVENTIONAL HANGARS
	23	T-HANGARS
	24	TENTANT MAINTENANCE/AIRCRAFT WASH FACILITY
	25	AIRPORT RESCUE and FIREFIGHTING (ARFF)
	26	FUEL STORAGE (100LL/JET A)

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT
		ABANDONED PAVEMENT (To Be Removed)
		BUILDING ABANDONMENT (To Be Removed)
		BUILDING CONSTRUCTION
	BRL	BUILDING RESTRICTION LINE (BRL)
		DRAINAGE
		FACILITY CONSTRUCTION
		FENCING
		RUNWAY EDGE LIGHTS
VASI-4	PAPI-4	NAVIGATIONAL AID INSTALLATION (GVGI)
		RUNWAY THRESHOLD LIGHTS and REIL
		SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
		TOPOGRAPHY (Colorado City 1998 USGS map)
		WIND INDICATOR (Lighted)
		DIRT ROAD

MAGNETIC VARIANCE
13.46° East (November 1998)

0 100 200 300
SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
1	-	-	-	-

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COLORADO CITY MUNICIPAL AIRPORT

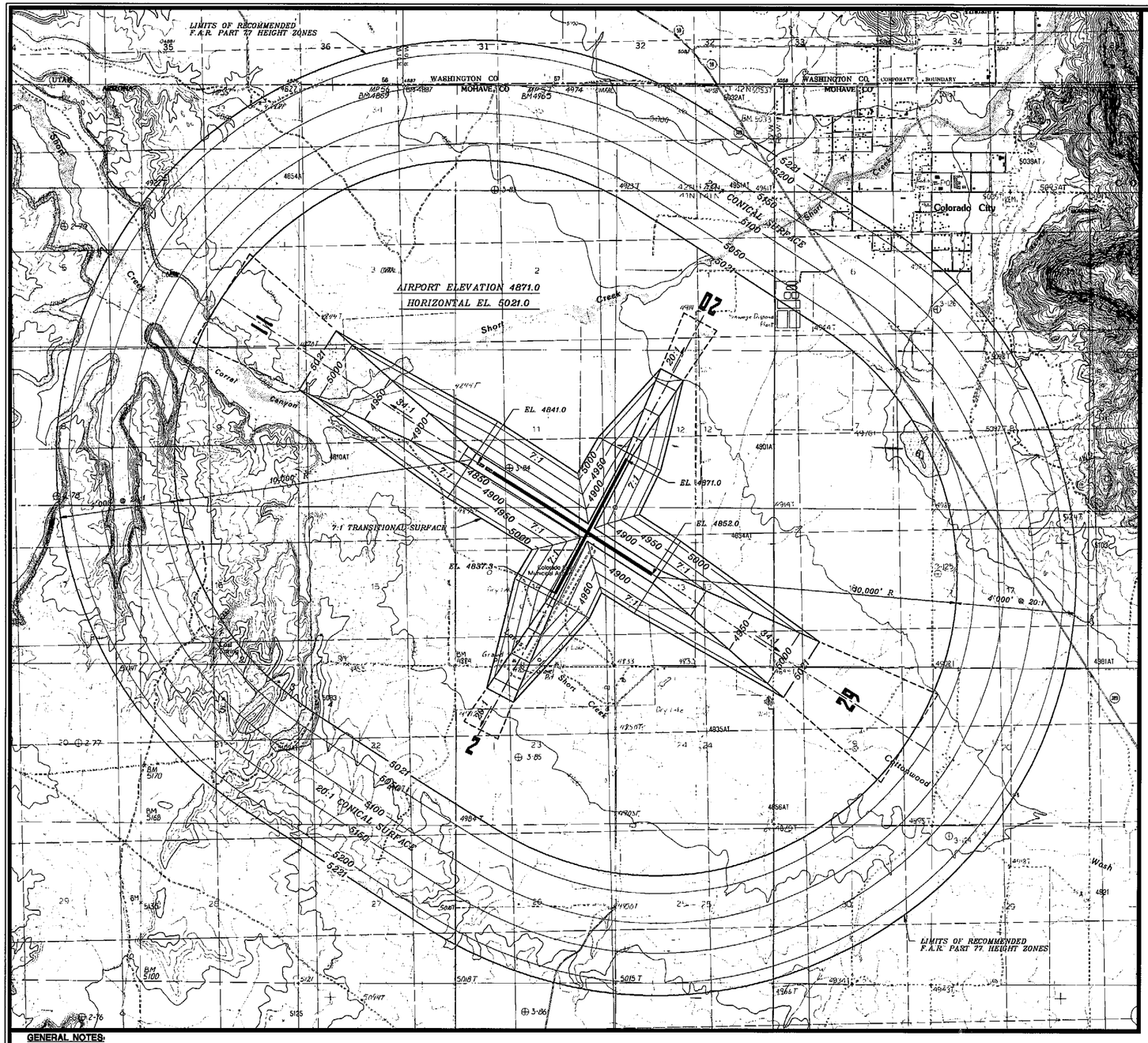
TERMINAL AREA DRAWING

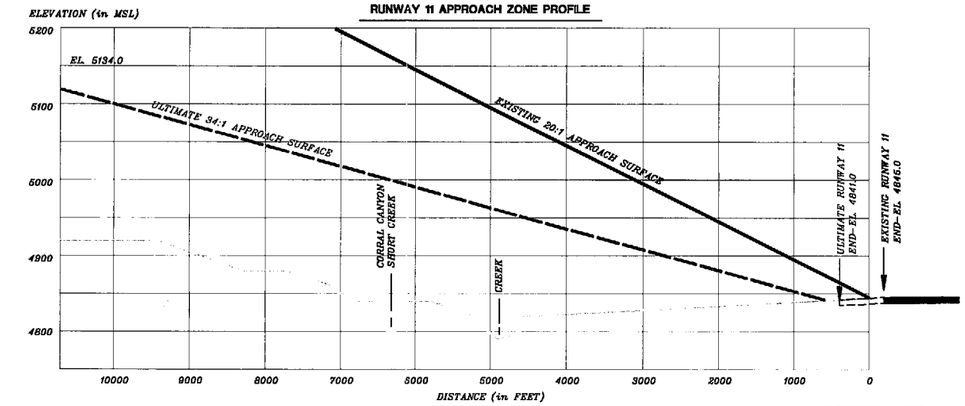
Colorado City, Arizona

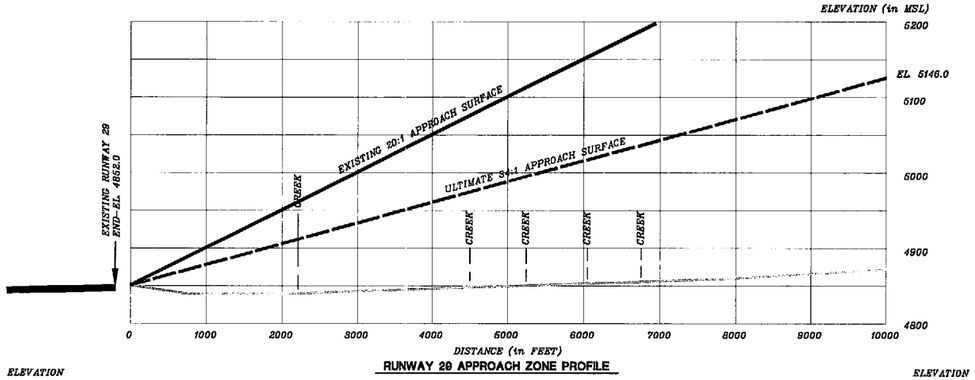
PLANNED BY: Christopher M. Huguenin
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Hanna

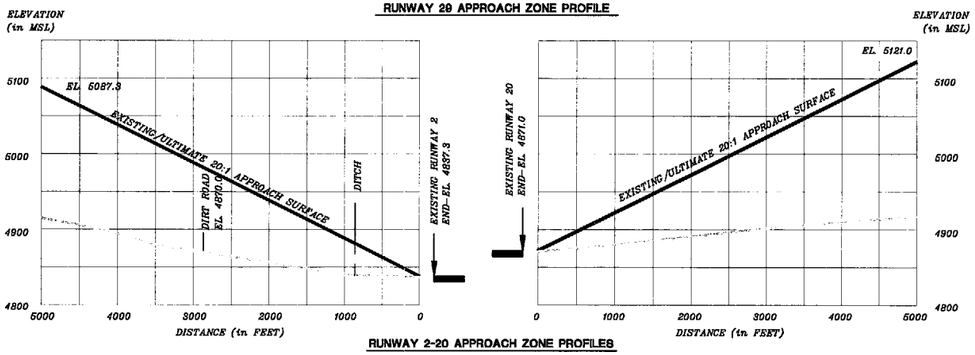
March 25, 1999 SHEET 2 OF 8

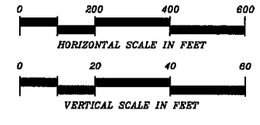
Coffman Associates
Airport Consultants











GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the INNER PORTION of RUNWAY APPROACH SURFACE DRAWING, sheets 4, 5 and 6, of these plans.
3. Source of USGS base map: ARIZONA (Colorado City 1998, Last Spring Mountain East 1998), UTAH (Pine Hollow Canyon 1998, Smithsonian Butte 1998).
4. Existing Height Hazard Zoning: Colorado City Municipal Airport Zoning Ordinace Enacted August 14, 1995.

OBSTRUCTION LEGEND

- OBSTRUCTION
- TOPOGRAPHIC OBSTRUCTION

OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
1 TOPOGRAPHY	5030 MSL	HORIZONTAL/CONICAL SURFACE	5021 MSL	9'	REQUEST AERONAUTICAL STUDY
2 TOPOGRAPHY	5060 MSL	HORIZONTAL/CONICAL SURFACE	5021 MSL	39'	REQUEST AERONAUTICAL STUDY
3 TOPOGRAPHY	5045 MSL	HORIZONTAL/CONICAL SURFACE	5021 MSL	24'	REQUEST AERONAUTICAL STUDY
4 TOPOGRAPHY	5083 MSL	HORIZONTAL/CONICAL SURFACE	5021 MSL	62'	REQUEST AERONAUTICAL STUDY
5 TOPOGRAPHY	5120 MSL	CONICAL SURFACE	5100 MSL	20'	REQUEST AERONAUTICAL STUDY
6 TOPOGRAPHY	5100 MSL	HORIZONTAL/CONICAL SURFACE	5021 MSL	79'	REQUEST AERONAUTICAL STUDY

TRUE NORTH 13.48° E

0 2000 4000 6000
PART-77 AIRSPACE SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
	-	-	-	-

COLORADO CITY MUNICIPAL AIRPORT

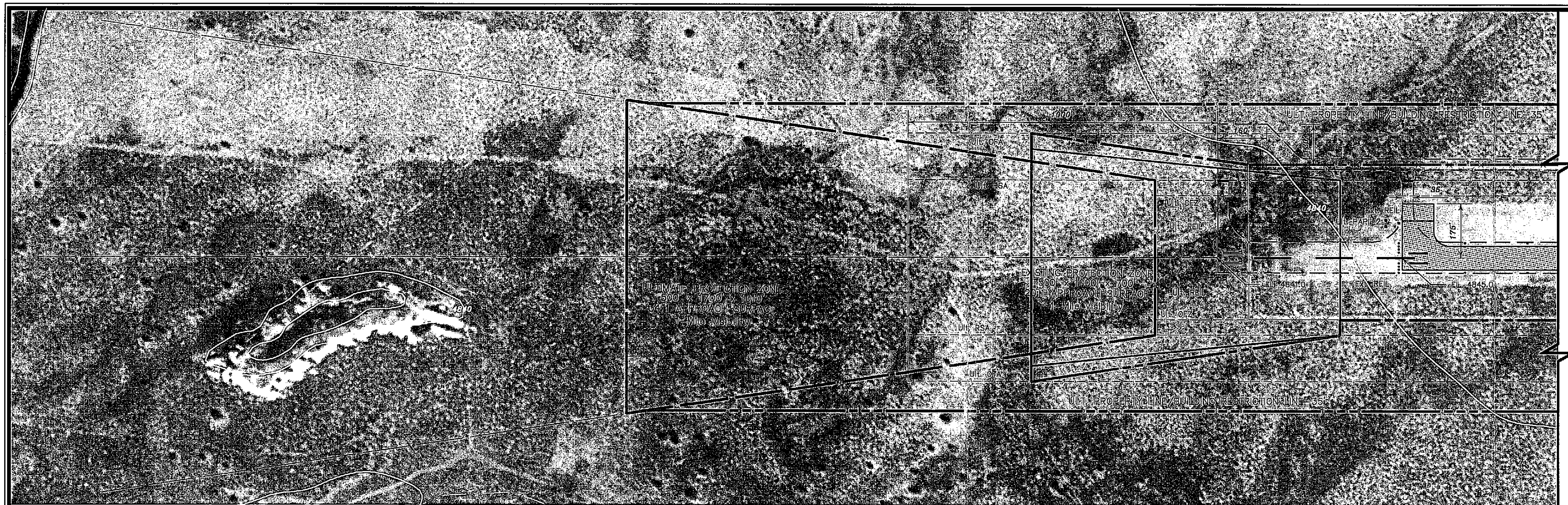
AIRPORT AIRSPACE DRAWING

Colorado City, Arizona

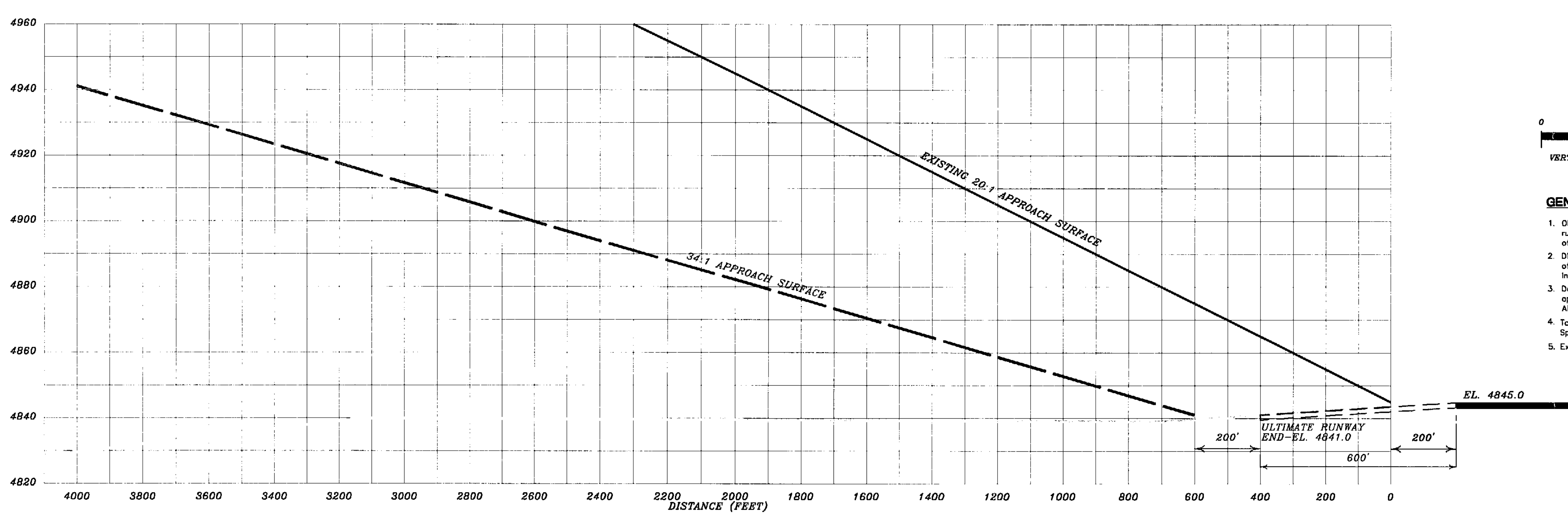
PLANNED BY: Christopher M. Kuguru
DETAILED BY: Larry B. Johnson
APPROVED BY: James M. Howe

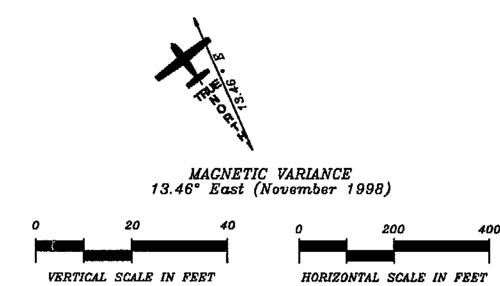
March 25, 1999 | SHEET 3 OF 8

Coffman Associates
Airport Consultants



RUNWAY 11





GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Distance for road obstructions and clearances reflect a safety clearance of 10' for dirt roads or private roads, 15' for noninterstate roads, 17' for interstate roads, and 23' for railroad.
3. Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the INNER PORTION OF THE APPROACH SURFACE DRAWING, sheets 4, 5 and 6.
4. Topography Source: USGS MAPS, ARIZONA (Colorado City 1998, Lost Spring Mountain East 1998).
5. Existing facilities digitized from Aerial Photography dated February 19, 1998.

RUNWAY END 11 OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
None	–	–	–	–	–

No.	REVISIONS	DATE	BY	APP'D.
⚠	–	–	–	–

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COLORADO CITY MUNICIPAL AIRPORT

INNER PORTION OF RUNWAY 11 APPROACH SURFACE DRAWING

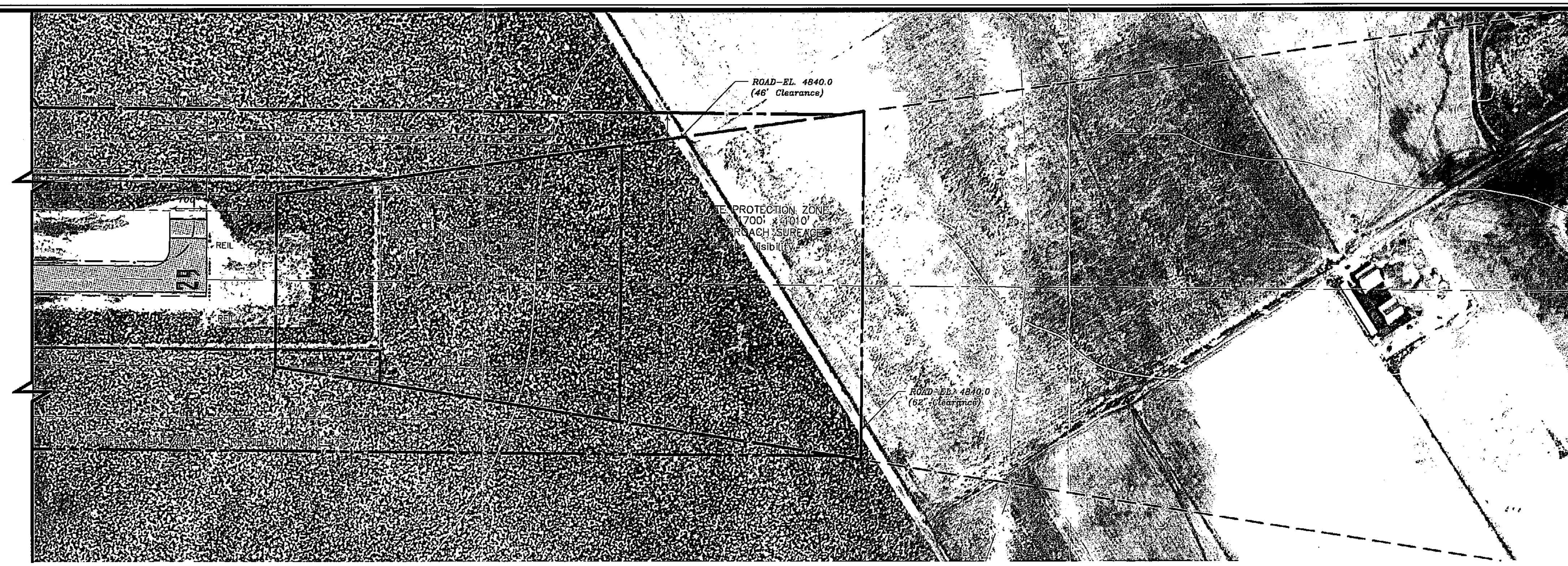
Colorado City, Arizona

PLANNED BY: Christopher M. Hugunin
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris

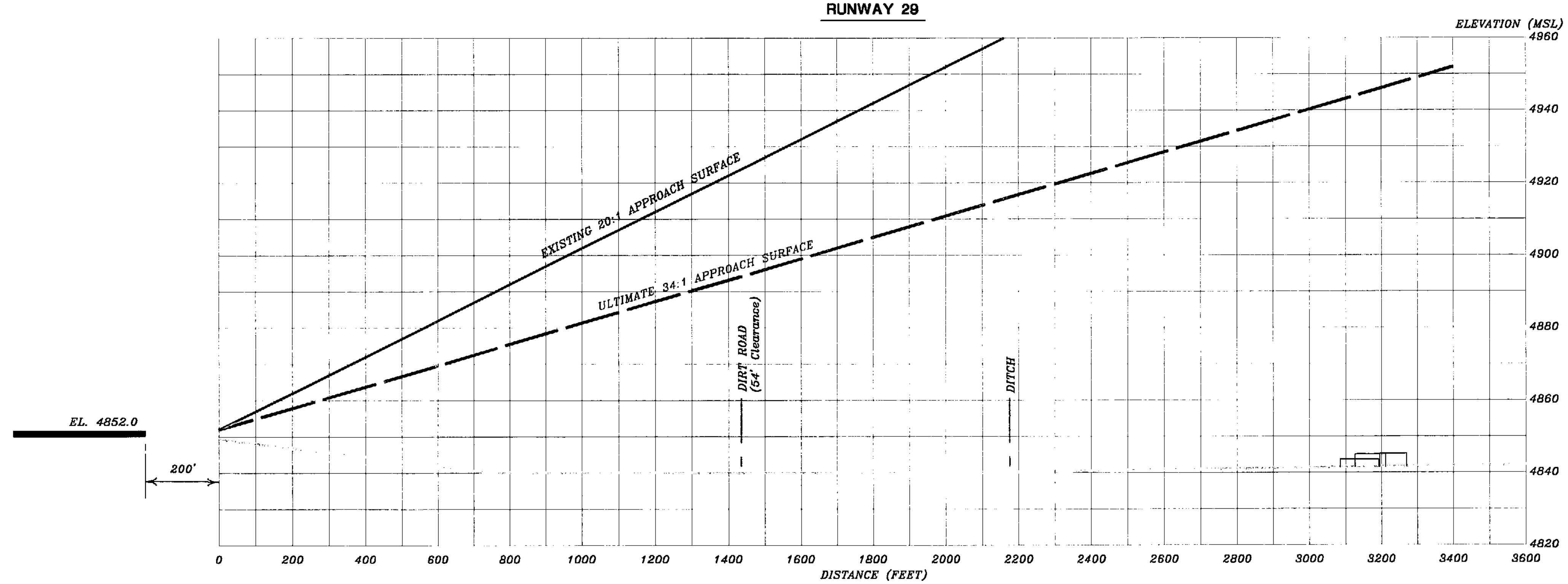
March 25, 1999 | SHEET 4 OF 8

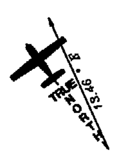
Coffman Associates
Airport Consultants

Coffman Associates-LDJ azc11rpz.dwg Friday March 26 1999 11:34am

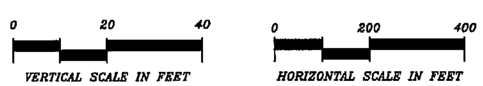


RUNWAY 29





MAGNETIC VARIANCE
13.46° East (November 1998)



GENERAL NOTES:

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3. Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the INNER PORTION OF THE APPROACH SURFACE DRAWING, sheets 4, 5 and 6.
4. Topography Source: Arizona USGS Maps. (Colorado City 1998, and Lost Spring Mountain East 1998).
5. Existing facilities digitized from Aerial Photography dated February 19, 1998.

RUNWAY END 29 OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
NONE	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–

No.	REVISIONS	DATE	BY	APP'D.
⚠	–	–	–	–

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COLORADO CITY MUNICIPAL AIRPORT

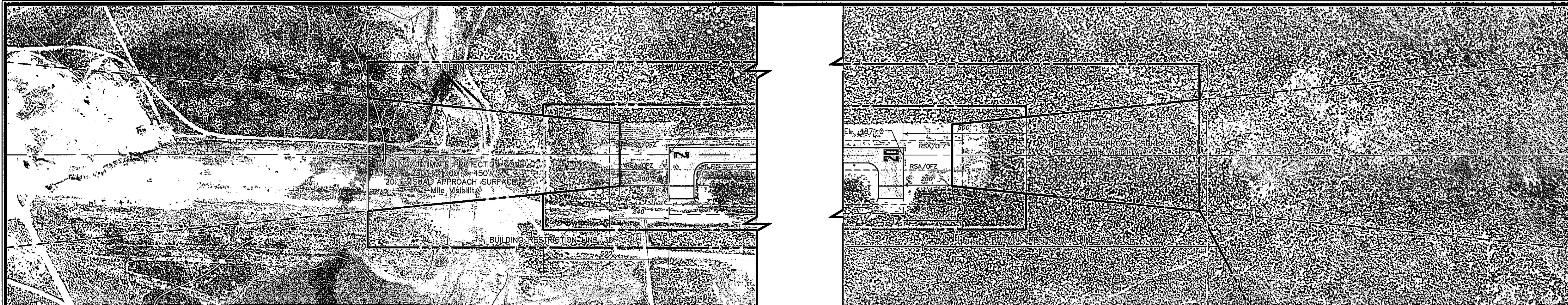
INNER PORTION OF RUNWAY 29 APPROACH SURFACE DRAWING

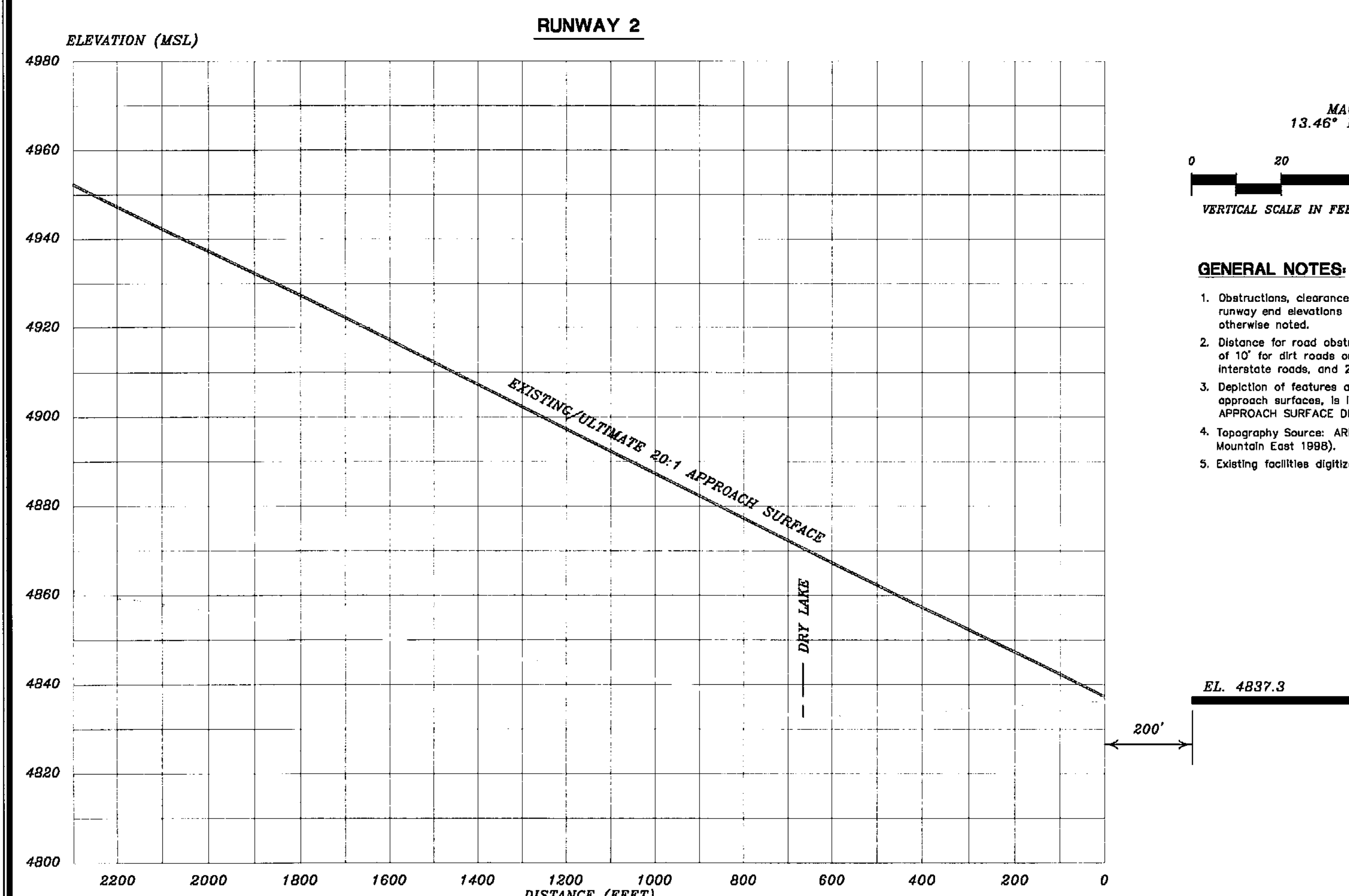
Colorado City, Arizona

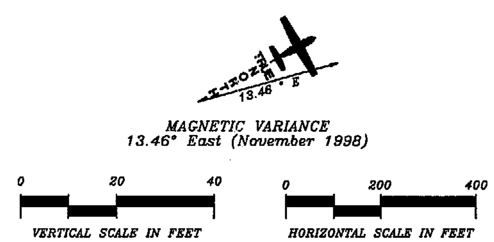
PLANNED BY: Christopher M. Hugunin
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris

March 25, 1999　*SHEET* 5 *OF* 8

Coffman Associates
Airport Consultants







GENERAL NOTES:

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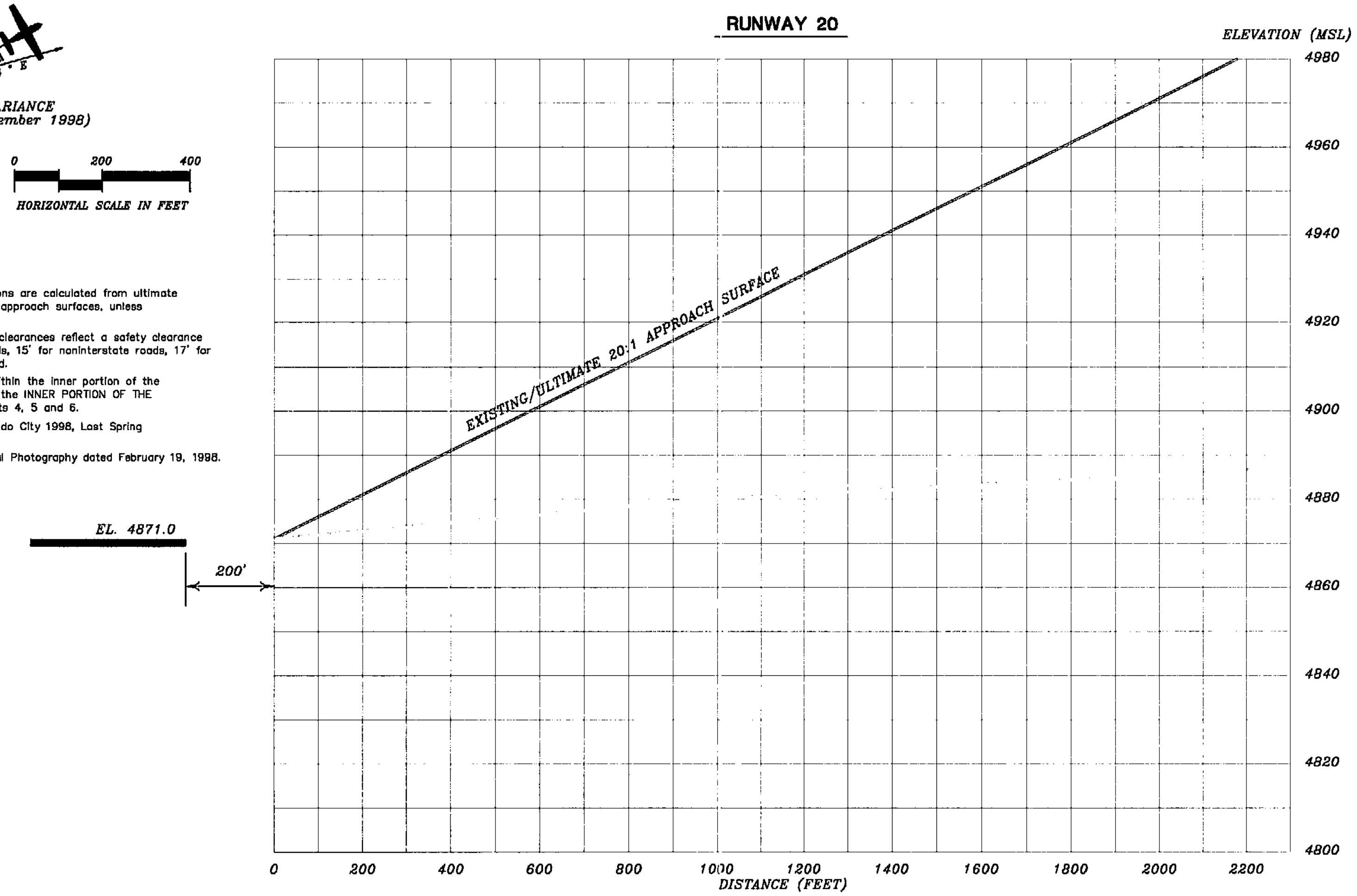
3. Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the INNER PORTION OF THE APPROACH SURFACE DRAWING, sheets 4, 5 and 6.
4. Topography Source: ARIZONA (Colorado City 1998, Lost Spring Mountain East 1998).
5. Existing facilities digitized from Aerial Photography dated February 19, 1998.



RUNWAY END 2 OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
None	–	–	–	–	–

RUNWAY END 20 OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
None	–	–	–	–	–

No.	REVISIONS	DATE	BY	APP'D.
1	–	–	–	–

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COLORADO CITY MUNICIPAL AIRPORT

INNER PORTION OF RUNWAY 2-20 APPROACH SURFACE DRAWING

Colorado City, Arizona

PLANNED BY: Christopher M. Hugunin
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris

March 25, 1999 — SHEET 6 OF 8

Coffman Associates
Airport Consultants

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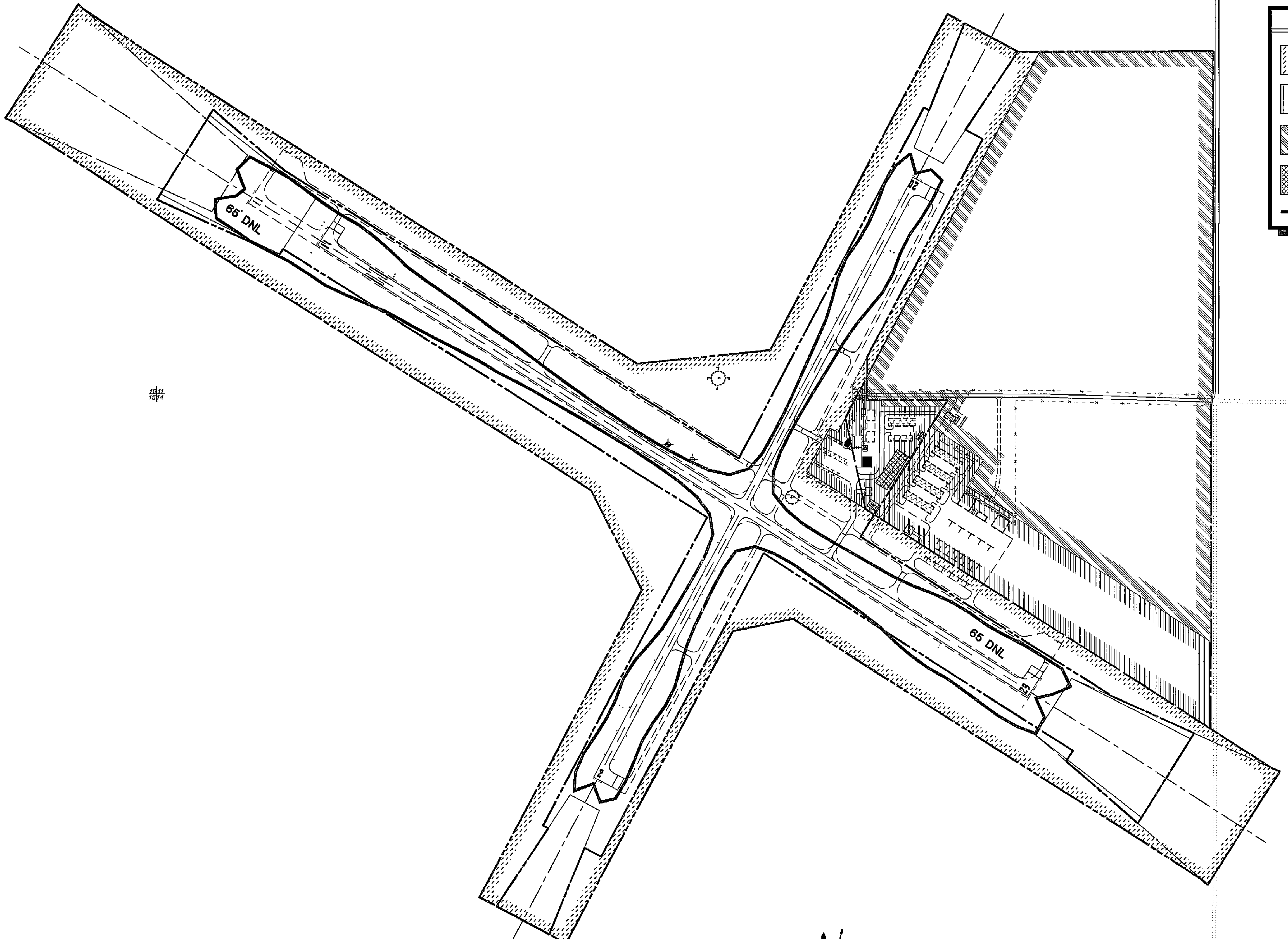

ON-AIRPORT LAND USE LEGEND

- AIRFIELD OPERATIONS
- GENERAL AVIATION
- AVIATION/NON-AVIATION REVENUE ENHANCEMENT
- SUPPORT
- — 65 — 2020 DNL NOISE CONTOUR

MAGNETIC VARIANCE
13.46° East (November 1998)

0 400 800 1200
SCALE IN FEET

GENERAL NOTES:

1. Existing facilities digitized from Aerial Photography dated February 19, 1998.
2. DNL Contour calculated using Integrated Noise Model Version 5–2.

No.	REVISIONS	DATE	BY	APP'D.
1	–	–	–	–

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COLORADO CITY MUNICIPAL AIRPORT

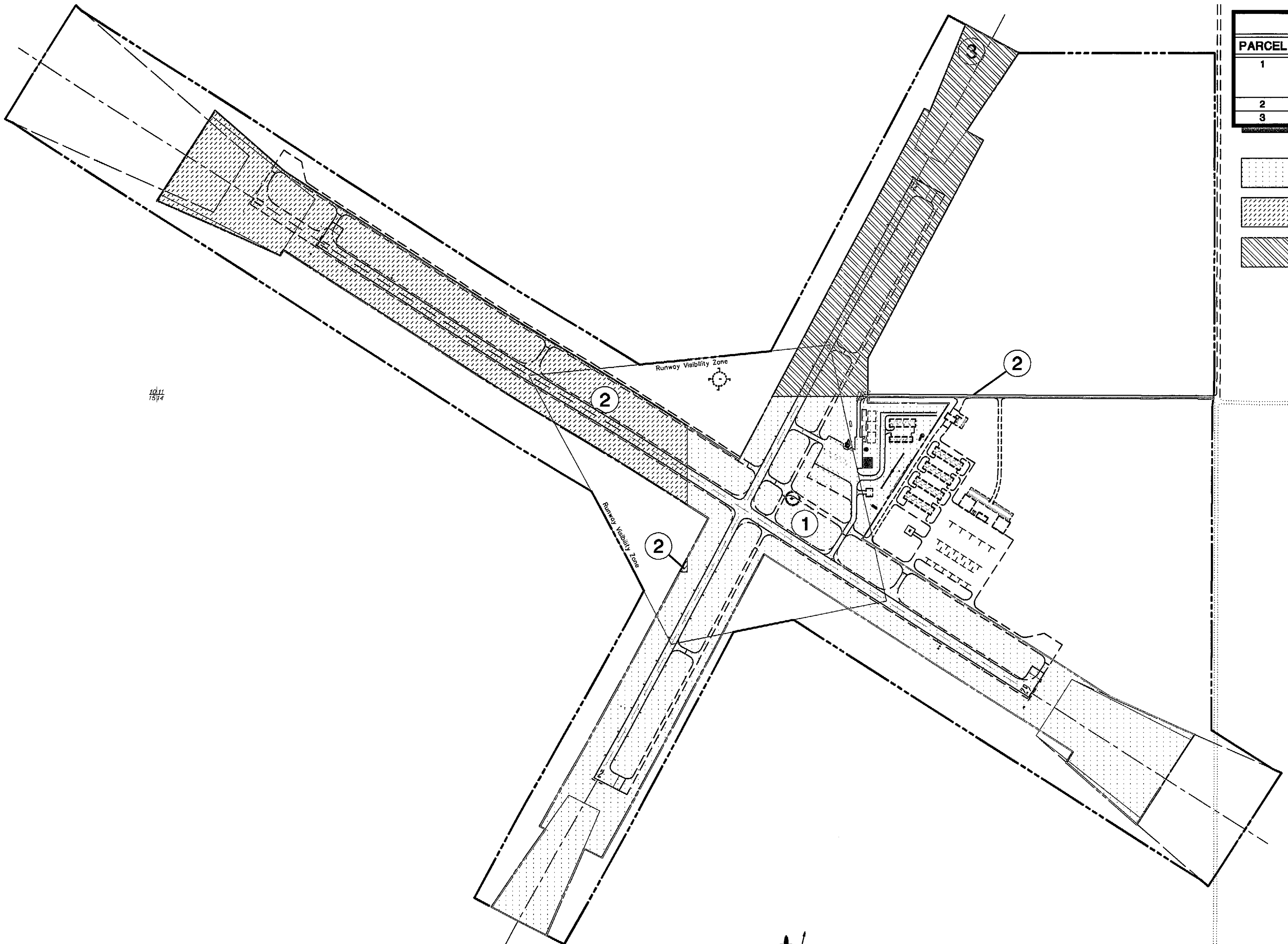
ON-AIRPORT LAND USE/ NOISE DRAWING

Colorado City, Arizona

PLANNED BY: Christopher M. Hugunin
DETAILED BY: Larry B. Johnson
APPROVED BY: James M. Harris

March 25, 1999 SHEET 7 OF 8

Coffman Associates
Airport Consultants



AIRPORT PROPERTY

PARCEL	DATE	ACRES	PROJECT
1	JUNE 2, 1994	111.89	PATENT NO. 02-940015 UNITED STATES OF AMERICA, BUREAU OF LAND MANAGEMENT, DEPARTMENT OF INTERIOR
2	-	56.85	AIP 3-04-0076-02
3	-	34.884	FEE SIMPLE INTEREST

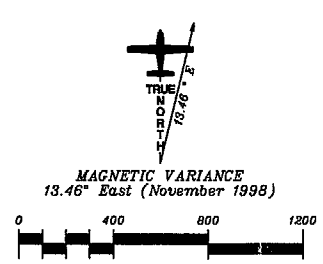
PARCEL 1

PARCEL 2

PARCEL 3

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT
		ABANDONED PAVEMENT (To Be Removed)
		BUILDING ABANDONMENT (To Be Removed)
		BUILDING CONSTRUCTION
	BRL	*BUILDING RESTRICTION LINE (BRL)*
		DRAINAGE
		FACILITY CONSTRUCTION
		FENCING
		RUNWAY EDGE LIGHTS
VASI-4	PAPI-4	*NAVIGATIONAL AID INSTALLATION (GVGI)*
		RUNWAY THRESHOLD LIGHTS and REIL
34|35 3|2		*SECTION CORNER*
		SEGMENTED CIRCLE/WIND INDICATOR
		TOPOGRAPHY (Colorado City 1998 USGS map)
		WIND INDICATOR (Lighted)
		DIRT ROAD



No.	REVISIONS	DATE	BY	APP'D.
1	-	-	-	-

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COLORADO CITY MUNICIPAL AIRPORT

AIRPORT PROPERTY MAP

Colorado City, Arizona

PLANNED BY: Christopher M. Hugunin

DETAILED BY: Larry D. Johnson

APPROVED BY: James M. Harris

March 26, 1999 | SHEET 8 OF 8

Coffman Associates
Airport Consultants